



# OHIO RAIL DEVELOPMENT COMMISSION

JOHN R. KASICH, OHIO GOVERNOR

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## OHIO MOVES BY RAIL



### FISCAL YEAR 2009-2010 PERFORMANCE REPORT



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## “Tracking” Ohio’s Rail Investment

**33 Rail development projects approved by the ORDC in the 2009-2010 Biennium are projected to:**

- **Leverage \$112.3 million in additional capital investments**
- **Create an estimated 537 Ohio jobs**
- **Assist in preserving an estimated 4,331 Ohio jobs**
- **Generate an estimated 2,500 carloads of freight**
- **Total ORDC Investment: \$5.37 million (\$3.9 million in grants & \$1.45 million in loans)**
- **\$21 dollars leveraged in added investment for every \$1.00 of ORDC investment**



**The Ohio Rail Development Commission's  
structure is designed for:**

**Accountability:** non-partisan, volunteer, 15-member commission representing the public & private sectors providing transparency and oversight on rail development issues

**Responsiveness:** moving quickly & effectively to identify projects and economic opportunities with a rail nexus & demonstrated public benefits

**Flexibility:** broad statutory authority not normally found in state government structure that allows ORDC to be responsive to projects in multiple ways

**Perspective:** the ability to be an independent voice for rail-related issues affecting Ohio

## Overview: Ohio Part of National Rail Renaissance

The United States is undergoing a rail revival. More freight and people are moving by rail than at any time in recent memory. The growth of containerized, intermodal freight alone is what some experts see as the first wave in a global increase in freight shipping.

Ohio plays a major role in this national rail renaissance: a role that continues to grow and evolve under the Ohio Rail Development Commission.

Rail transportation has always been important to Ohio. The Ohio General Assembly created the Ohio Rail Development Commission in 1994. It recognized that investing in a better, broader, stronger rail system has a significant and positive return on Ohio's economy, jobs and quality of life.

### Why Ohio's Rail Network Is Important

*(Source: Association of American Railroads)*

- **3<sup>rd</sup> in Total Rail Miles (5,318) ... Only Texas and Illinois rank higher.**
- **6<sup>th</sup> in the number of operating railroads (36)**
- **8<sup>th</sup> in Rail Tons Originated by State (61,522,546 rail tons)**
- **4<sup>th</sup> in Rail Tons Terminated by State (86,564,754 rail tons)**
- **6<sup>th</sup> in Rail Carloads Originated by State (1,060,385 carloads originated)**
- **5<sup>th</sup> in Rail Carloads Terminated by State (1,239,642 carloads terminated)**
- **5<sup>th</sup> in Freight Rail Employment by State (7,825 railroad employees)**
- **6<sup>th</sup> in Freight Rail Wages by State (\$523.3-million dollars in wages)**

Recognition of rail’s importance to Ohio is reflected in the Commissioners themselves, representing a cross-section of people from business, railroads and government who understand the benefits that accrue from investing in our three areas of focus:

- **Highway-Railroad Grade Crossing Safety**
- **Freight Rail Project Development**
- **Passenger Rail Planning**

<b><u>Commissioner</u></b>	<b><u>First Appointed By</u></b>	<b><u>Appointment Date</u></b>
<b>Chairman James Bradley</b>	<b>Governor Strickland</b>	<b>September 14, 2009</b>
<b>Vice Chairman Thomas McOwen</b>	<b>Senate President Finan</b>	<b>March 11, 1997</b>
<b>Larry Sowers</b>	<b>Governor Voinovich</b>	<b>April 20, 1995</b>
<b>Solomon Jackson</b>	<b>Governor Taft</b>	<b>October 20, 2000</b>
<b>Herk Wolfe</b>	<b>Governor Taft</b>	<b>September 29, 2000</b>
<b>Barbara Bennett</b>	<b>Governor Taft</b>	<b>November 14, 2005</b>
<b>William Lozier</b>	<b>House Speaker Husted</b>	<b>August 7, 2008</b>
<b>Robert Greenlese</b>	<b>Governor Strickland</b>	<b>August 14, 2008</b>
<b>Ronald Rasmus</b>	<b>Governor Strickland</b>	<b>January 3, 2011</b>
<b>Director Jerry Wray</b>	<b>Department of Transportation</b>	<b>Ex-Officio</b>
<b>Director Mark Kvamme</b>	<b>Department of Development</b>	<b>Ex-Officio</b>
<b>Senator Thomas Patton</b>	<b>Ohio Senate</b>	
<b>Senator Jason Wilson</b>	<b>Ohio Senate</b>	
<b>Representative Terry Boose</b>	<b>Ohio House of Representatives</b>	
<b>Representative Robert Hagan</b>	<b>Ohio House of Representatives</b>	

The ORDC deals with rail infrastructure that is normally privately-owned and the projects that we work on are usually driven by business development decisions in the state. Because of this unique situation, ORDC works closely with the railroads, industries and other transportation, regulatory and development agencies at the federal, state and local levels.

This collaboration uniquely positions the ORDC to recognize, investigate and act upon rail-related development, safety and infrastructure opportunities in a timely, efficient manner.

As a result over the years, the Commission has become a “one-stop” clearinghouse of information and assistance for Ohio communities and businesses on rail-related issues. As our Commission Chairman puts it:

**“Bringing public and private parties together to fund rail-based solutions that create or expand business and jobs goes to the heart of what ORDC does so well.” – James Bradley, ORDC Chairman**

Typical of the projects Chairman Bradley speaks of is the one illustrated below: one that allows Ohio-based New Horizons bakery to bring its most key raw material.... flour.... directly by rail to its plant at Norwalk, Ohio. The project saves shipping costs by reducing truck moves and enables the company to increase efficiency in producing the baked goods it makes for a major national fast-food retailer.

**....the New Horizons Bakery Rail Spur project preserves 110 jobs.**



## Director's Message: Matthew Dietrich

People talk about public-private partnerships like they're a recent phenomenon. They aren't.

Since its inception in the 1990's, the ORDC has been engaging the public and private sectors to achieve the fast, flexible and pro-active response that capitalizes on Ohio's rail network to generate business, economic development and the creation and retention of jobs. We accomplish this in two ways:

1. **By being the last funds in:** When rail projects with good public benefits are on the line, we are often final dollar of funding that ensures the deal gets done to make business and jobs happen.
2. **Bringing greater value to rail investments in Ohio:** Leveraging our dollars to bring other public and private partners together to get the project done better, bigger and faster than it might without our help.

These efforts are getting Ohio noticed. Witness this quote from the October 8, 2010 edition of *The Journal of Commerce*:

**“New York-New Jersey’s main North Atlantic competitor for all intermodal rail traffic to the Midwest is the Port of Virginia, which hopes to benefit from Norfolk Southern’s recent opening of the Heartland Corridor, a stack-train route from Norfolk to Columbus, Ohio. CSX is developing its rival National Gateway from the Mid-Atlantic to the Midwest.**

**CSX officials said the enlarged tunnels will allow “fully profiled” trains with stacked high-cube containers with nine-foot, six-inch heights, that will connect with the \$175 million intermodal hub CSX plans to open early next year in Northwest Ohio. The Ohio terminal will act as an airline-style hub that will shuffle containers to feeder routes throughout the Ohio Valley and Midwest.”**

The ORDC is proud of the role it has played in both of these major, national projects.

But this success is not ours alone. Credit also goes to our partners both in and out of government: the freight railroads, the United States Department of Transportation, Ohio Department of Development, the Public Utilities Commission, the Ohio Department of Transportation and local public and private sector entities.

While some are still discussing the benefits of multi-modal projects, the ORDC and our partners are implementing rail projects in Ohio that are part of this holistic approach to transportation. All of this work is

overseen by a group of dedicated, private sector volunteers serving on the Commission and ensuring transparency and accountability.

These great opportunities come with great challenges. To continue our success into the next fiscal year, ORDC must focus on the following:

- Safety must continue to be a priority for all of our work. Beyond our highway-rail grade crossing safety program, safety will remain an overarching goal for all of our programs.
- In addition to ORDC's state budget resources, we are managing \$75 million of federal stimulus projects and \$98 million for the National Gateway. As stewards of public funds, we must bring each of these projects to a successful conclusion.
- Through our efforts with the State Rail Plan, we will continue to develop quantitative measures that document the public benefits of investment in rail transportation.

Given the state's challenging budget environment, we must demonstrate that our budget is often the only source of public financing for rail infrastructure necessary to support development in Ohio. We must also show that the value of the ORDC extends far beyond our budget, including the ability to enter into public-private partnerships that do not normally exist in traditional state government structures. With our in-house rail expertise helping industries with rail-related issues and our strong partnerships built over the years with the various freight railroads, we have a documented record of responsiveness to the needs of Ohio's businesses and citizens while maximizing the return on public investment.

Finally, I cannot say enough about the dedication of the Commission staff. With the challenging fiscal climate facing everyone recently, the Rail Commission staff has handled it all with grace and professionalism. The success of this agency in the past year is because of its 16 staff members and the support of the Commissioners.



## 2009-2010 Freight Projects of Note

### **2009: 390 jobs created / helped preserve 1,344 jobs**

- 1. Trumbull County Commissioners:** \$300,000 grant to reopen a 2.5 mile out-of-service section of the Warren & Trumbull Railroad to serve Warren Steel and leverage investment of nearly \$2 million in company funds as well as grants from the Mahoning Valley Economic Development Corporation and Ohio Department of Development. Supports total private project investment of \$22-million and retains 100 jobs at Warren Steel.
- 2. W&LE Akron Subdivision Safety Corridor:** Resurfacing and signal upgrades to 10 grade crossings between Akron and Medina. ORDC grant of \$175,000 matches \$175,000 from the Wheeling & Lake Erie Railroad. Project increases safety along a corridor where train speeds were increasing to 40 MPH.
- 3. Columbus & Ohio River Railroad Mt. Vernon Line Track Rehabilitation:** Provided \$417,367 and leveraged \$200,000 from the Ohio Central Railroad toward replacement of 8,200 additional ties and other track work on 25.9 mile branch line between Newark and Mount Vernon.



The Mt. Vernon Line serves two large shippers employing 205 people

- 4. City of Greenfield – Midland Line Rehabilitation:** ORDC grant of \$210,000 leveraged \$50,000 from City of Greenfield (Highland County) to install 2,600 new ties and make other repairs to improve service on rail line serving three companies and helping preserve over 1,044 rail-dependent jobs.
- 5. Ohi-Rail Minerva Line Tie Project (Minerva):** \$16,000 grant leveraged \$3,100 in railroad funds to enable installation of new ties on a rail line serving two new customers employing a total of 75 people.
- 6. Maumee & Western “Hot Starts”:** ORDC loan up to \$90,000 for purchase of three “hot start” units for installation on three diesel locomotives to reduce exhaust emissions at their Defiance, Ohio yard.
- 7. Lawrence County Port Authority/Chatham Steel:** ORDC grant of \$80,000 for rail improvements to allow Chatham Steel to operate distribution center within Point Industrial Park at South Point, Ohio: generating 78 carloads and leveraging approximately \$8 million in total private investment.

**8. Indiana & Ohio Railway Blue Ash Line Rehabilitation:** ORDC grant of \$251,449 to cover 50% of costs to replace up to 4,070 ties, upgrade eight rail turnouts (switches), surfacing and other track work that helps create 60 jobs.

WESTCO-Owned Line at Jeffersonville: Serves numerous agri-business, manufacturing and an Ohio “Job Ready” site.



**9. WESTCO (West Central Ohio Port Authority) Springfield to Washington Courthouse Line:** ORDC grant of \$200,000 and loan of \$400,000 leveraging \$50,000 to rehabilitate 10 miles of track serving several major shippers and an Ohio Job-Ready Development site.

**10. RJ Corman Western Ohio Lines Bridge Improvements & Track Work:** ORDC grant of \$163,070 to match \$163,070 in railroad funding for rehabilitation of railroad bridge approaches, bridge deck replacement, concrete repairs and cross-tie replacement.

**11. Ashland Railway Bridge Deck Replacement:** ORDC grant of \$50,000 to match \$50,000 in railroad funds for replacement of bridge deck and walkway.

**12. Maumee & Western Railway Defiance Yard Phase II and Select Track Rehabilitation:** ORDC grant of \$225,000 leveraging \$75,000 in railroad funds to continue upgrades (including 2,000 new ties) for main freight yard at Defiance, correct a severe drainage problem and repair approximately one mile of track.

**13. Ohi-Rail & Piney Fork Line Bridge Decks Phase II:** ORDC grant of \$25,000 leverages \$16,987 to complete bridge repairs.

**14. Indiana & Ohio Railway Midland Subdivision Rehabilitation:** Phase I grant of up to \$230,000 leveraged \$230,000 in railroad funds to rebuild three grade crossings and rehabilitate track to facilitate better rail access and movement of unit grain trains, increase track speeds and preserve 115 jobs at 4 businesses in Fayette.

**15. Case Farms Rail Spurs:** ORDC grants totaling \$255,000 leverages \$305,000 in private and railroad funds for rail spurs serving feed mill operation and stone terminal creating a total of 220 new jobs in the Massillon area. Total project investment leveraged over \$22.4-million in private and railroad funds.

**The Association of American Railroads (AAR) estimates that each freight rail job supports 4.5 jobs elsewhere in the economy. There are 7,825 Ohioans employed by the railroads.**

**2010: 147 jobs created / helped preserve 2,997 jobs**

- 16. Cleveland Commercial Railroad / Randall Secondary Improvements:** ORDC grant of \$110,000 leveraged \$93,000 in railroad funds for start-up of service by re-opening rail line between Solon and Cleveland, which had been out of service since the 1990's. Line serves 34 potential new customers, including Sherwin-Williams Corporation, Giant Eagle and Nestle (food products) as well as a scrap metal operation and railroad materials company.
- 17. New Horizons Baking Company (Norwalk, Ohio):** ORDC loan (\$50,000) completes \$291,412 funding package of local funds and grant dollars from the Ohio Department of Development to build new rail spur to bakery and preserve 110 jobs.
- 18. Indiana & Ohio Railway Midland Subdivision Phase II Track Rehabilitation:** ORDC grant (\$200,000) to install 5,500 new ties to help eliminate track "slow orders," facilitate unit grain train interchange, reduce operating costs and help 4 businesses employing 115 people. Grant matched \$200,000 in railroad funds. Project covers 10-mile Washington Court House to Madison Mills line.
- 19. Bellaire Harbor Services Transload Facility:** (Grant of \$80,000) for repair and relocation of rail spur to improve rail/barge trans-loading of stone and other materials at Ohio River port facility. Project preserved 38 jobs and created 5 new jobs by helping create new market for stone products and road salt shipments. ORDC grant leveraged \$400,000 in private investment.
- 20. Ohio Basic Minerals Grade Crossing:** ORDC grant (\$30,000) and loan (up to \$120,000) leveraged \$6.9 million in private investment to install gates and lights at a new grade crossing on a new rail spur to the OBM facility. Project helps retain 7 jobs and creates 30 new jobs by increasing car-loadings of sand and gravel at their Jackson, Ohio facility.
- 21. Mercer Landmark Elgin Elevator Track & Rail Line Rehabilitation:** \$100,000 ORDC grant leverages Mercer Landmark funding of \$253,165 to establish a rail interchange track for unit train movements of grain. Project helped facilitate rehabilitation of 2.5 miles of track by CSX, create new connection for RJ Corman Railroad and increase profits to local farmers by an estimated 8 cents per bushel. \$1.5 million in total private investment leveraged.
- 22. Lancaster Industrial Track Rehabilitation:** ORDC grant (\$114,310) matches identical railroad funding (Indiana & Ohio Railway) to rehabilitate 3.5 miles of track to improve rail safety and service to shippers currently employing 300 people in and near Fairfield County.
- 23. Ohi-Rail/Piney Fork Line Bridge & Crossing Repair:** ORDC grant (\$94,137) is leveraged with railroad funds (\$20,000) to make repairs to two rail bridges and resurfacing of a grade crossing in the community of Amsterdam. Project preserves service to 2 rail shippers and improves safety along the rail line.
- 24. Ashland Railway Mansfield to Willard Line Rehabilitation:** ORDC loan (\$280,000) is leveraged with \$467,512 in railroad dollars (labor and equipment) to upgrade 9 miles of track that provide critical interchange connection to CSX yard at Willard. Project allows higher track speeds, reduced crew costs from slower speeds and improves service to 14 rail shippers that employ 2,234 people.



**I&O Midland Subdivision serves numerous manufacturers and agribusinesses in Southwest Ohio.**

- 25. Indiana Eastern Railway Bridge Repairs:** ORDC grant (\$100,000) matches \$100,000 in railroad funds to make repairs to 5 bridges along Ohio portion of rail line. Project allows consistent 20 MPH service on the line to two Ohio shippers employing 125 people. It also improves prospects for attracting new customers at several sites in Butler & Hamilton Counties.
- 26. Ohio Central Swing Bridge Repair:** ORDC grant (\$131,015) matches \$131,015 in railroad funding to make repairs to the 102 year old Zanesville swing bridge over the Muskingum River. Project maintains river as a navigable waterway for boaters (mandated by federal law), as well as maintaining a critical link for the railroad for the movement of coal from mines in Athens and Perry counties to the AEP Conesville Power Plant and the movement of other freight.
- 27. W&LE Maumee River Swing Bridge Repair:** Matching funds from ORDC and Wheeling & Lake Erie Railroad (\$155,000 each) to repair century-old bridge spanning the Maumee River that is also navigated by ocean-going and lake ships and barges. The rail bridge provides strategic connections to both Canadian National and Ann Arbor Railroads for the W&LE. Project allows continued, cost-effective service to shippers by preventing disruptive breakdowns to the bridge mechanisms.
- 28. City of Lebanon / LM&M Scenic Railroad:** ORDC grant (\$25,000) leverages \$50,000 in funding from the City of Lebanon to begin work on a three-year rehabilitation of the city-owned rail line. The track is used by Lebanon, Mason & Monroe Scenic Railroad, which brings an estimated \$1.7 million annually into the local economy from spending by over 50,000 riders per year.
- 29. Deltech Polymers Rail Turnout Reinstallation & Rail Spur Rehabilitation:** ORDC loan (\$337,457) and grant (\$24,000) package reinstalls rail turnout from CSX and rehabilitates on-site rail to re-open service to previously “mothballed” plant at Troy, Ohio. Project helps put plant back in operation and creates 12 new jobs and the potential for more jobs.
- 30. Island Aseptics Rail Spur at Byesville:** Combined grants from ORDC (\$72,415) and the Appalachian Regional Commission (\$72,415) to build a new 550 foot rail spur to facilitate a \$12.5 million expansion of manufacturing of drinks and food products. Project retains 68 jobs and creates 100 new jobs.
- 31. RJ Corman Cleveland Line Rehabilitation:** Second phase rehabilitation of 48.8 mile Warwick - Uhrichsville line funded through ORDC grant (\$172,880) leveraging \$172,880 match from the railroad. Project installed 4,500 ties to enable plans to raise track speeds to further improve service on a line with 14 shippers employing over 600 people.
- 32. Lancaster Port Authority Rail Spur:** Repurposed a portion of an old rail spur for use as a trans-loading facility for steel products. Funding from the ORDC (\$100,000) helped leverage approximately \$35-million in private and local funds.
- 33. Camp Chase Railroad Rail Line Rehabilitation:** Continued upgrades to short-line rail line in Southwest Columbus that carries short line railroad connecting a major agri-business, ethanol plant and printing plant for the *Columbus Dispatch* to major Class-1 railroads. ORDC funds (\$100,000) leveraged an additional \$100,000 in railroad funds.

# 2009-2010 ORDC Freight Project Map

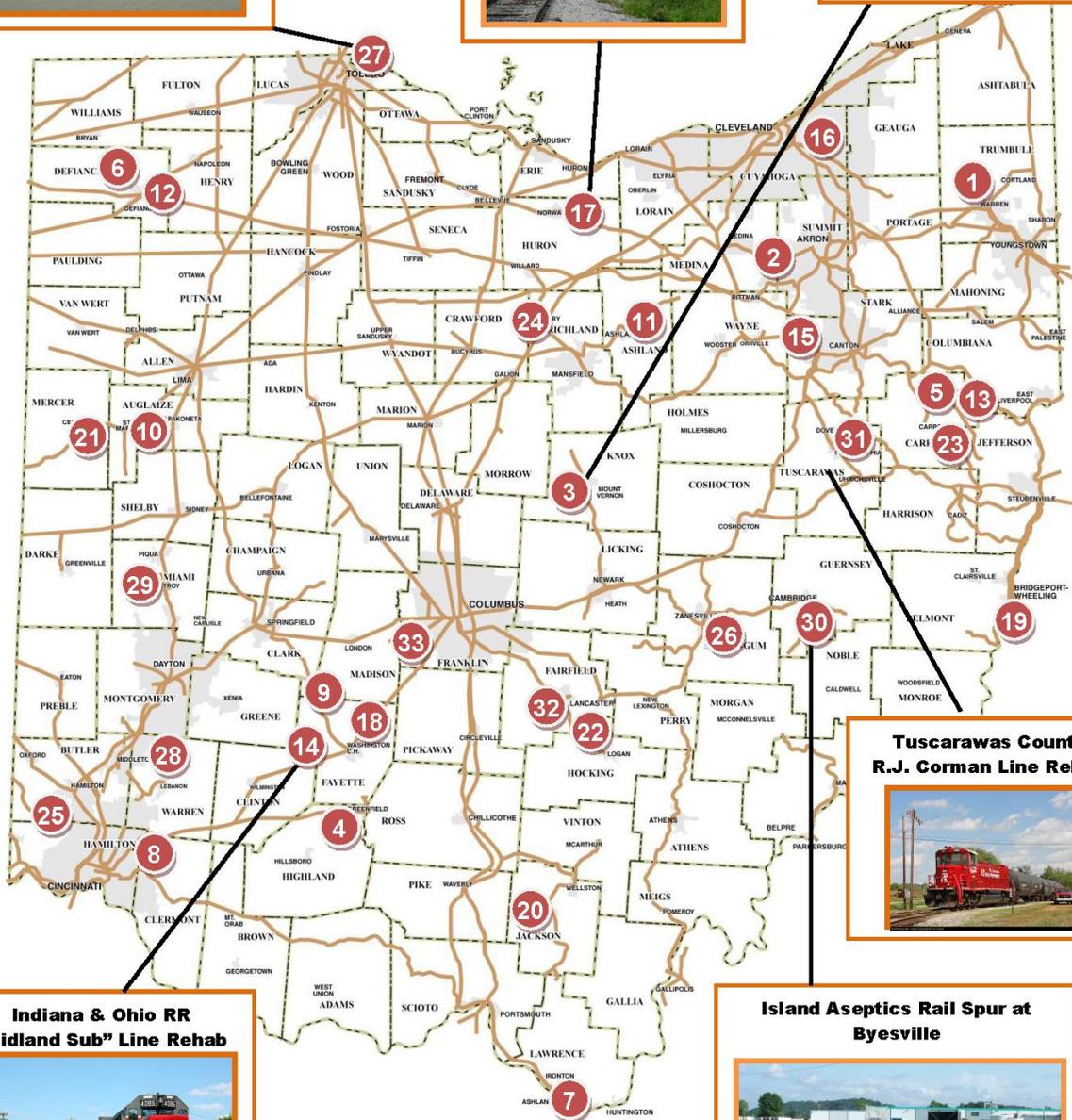
**Lucas County (Toledo)  
Maumee River Swing Bridge**



**Huron County (Norwalk)  
New Horizons Baking  
Company Rail Spur**



**Ohio Central RR Mt. Vernon  
Line Track Rehabilitation**



**Tuscarawas County  
R.J. Gorman Line Rehab**



**Indiana & Ohio RR  
"Midland Sub" Line Rehab**



**Island Aseptics Rail Spur at  
Byesville**



— Rail Network  
① Project Locations

## Freight Projects Beyond the Budget

*(Projects Funded Through Federal Programs or Appropriations)*

In addition to projects undertaken through ORDC's grant and loan programs, an array of rail projects are being advanced with awards of federal funds.

### **CSX North Baltimore Intermodal Yard & "National Gateway" (Phase 1):**

Since the project's inception, ORDC has been working with CSX to create better access to its East Coast ports and develop its new North Baltimore Intermodal Yard in southern Wood County. The state-of-the-art yard will officially open in early 2011 and the ORDC provided up to \$5-million in improvements around the facility to increase safety at grade crossings and improve the efficiency of train movements through the yard.

Additionally, ORDC is the lead state in a four-state consortium for the \$98 million TIGER Award (Transportation Investment Generating Economic Recovery) for the North Baltimore (OH) to Chambersburg (PA) double stack clearance project.



CSX Intermodal Yard under construction at North Baltimore, Ohio

"CSX and the ORDC have forged a very strong relationship in advancing the National Gateway, a project that will create jobs and enhance Ohio's ability to compete in the global marketplace. We appreciate the leadership demonstrated by ORDC Executive Director Matt Dietrich and his team in moving this critical public-private partnership forward."  
**-Michael Ward**  
**President and CEO, CSX Corporation**

The Ohio components of the project include \$60 million in clearance projects and \$175 million in terminal capacity development, including the new intermodal yard at North Baltimore. Funding includes \$10 million from the State Logistics and Distribution Program and \$20-million in American Recovery & Reinvestment Act funds.

Overall, the National Gateway consists of more than \$842 million in rail infrastructure and intermodal terminal projects along three corridors: I-70/I-76/I-80 between Washington, D.C. and Northwest Ohio, the I-95 corridor between North Carolina and Baltimore, and the I-40 corridor between Wilmington and Charlotte, North Carolina. Phase 1 of the project is scheduled for completion in 2012.

The 18 Ohio clearance projects include bridge removals and/or replacements, bridge raisings, and lowering of tracks.

## **NS Rickenbacker Intermodal Yard & “Heartland Corridor” Extension:**

Columbus-Cincinnati Corridor Extension of the Columbus Port of Norfolk, Norfolk (VA) Heartland Corridor Project

The project consists of mitigation of five rail line impediments between Rickenbacker and Sharonville and on-site improvements at the Rickenbacker Terminal that when complete will allow for the movement of double stack intermodal container trains between Columbus and Cincinnati.

The project facilitates the diversion of freight traffic from trucks to rail by improving the intermodal service to Sharonville which currently comes into Cincinnati from the south. NS estimates that this project will eliminate 79,454 truck trips and over 13 million truck miles traveled statewide.

“Double stack clearance projects are essential because they remove trucks from the I-71 and I-75 corridors in southwest Ohio. It also reduces air pollution and congestion while improving our ability to compete in global markets. OKI is proud to have originated the partnership with Norfolk Southern and ORDC that delivers so many benefits.”

-- **Mark Policinski, OKI Executive Director**



*Photo: First Double Stack Train Arrives at Rickenbacker Intermodal Yard on September 10, 2010*

The nearly \$6.1 million project is funded in part with \$3.6 million from the American Recovery & Reinvestment Act, along with matching funding from Norfolk Southern and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI).

“Norfolk Southern and our partners in the Heartland Corridor project appreciate the Ohio Rail Development Commission’s early and consistently strong support for this ambitious undertaking. The ORDC was one of the earliest supporters of this public-private partnership project, beginning with the very early days of the economic benefits study conducted by Marshall University. ORDC also proved instrumental in securing funds to help defray Ohio-based costs and, perhaps more importantly, played an important role in implementing the multi-state, public-private arrangements with the Federal Highway Administration that made federal funding support possible.”

**-Wick Moorman, CEO Norfolk Southern**

## ARRA-Funded Projects

- **Camp Chase Railroad Bridge Rehabilitation: (\$300,000)** Rehabilitation of West Broad Street rail bridge in Columbus that carries short line railroad connecting a major agri-business, ethanol plant and printing plant for the *Columbus Dispatch* to major Class-1 railroads.
- **Cleveland Commercial Railroad: (\$67,000)** Rehabilitation to help reduce derailments and provide reliable service.
- **RJ Corman Western Lines: (\$1.3 Million)** railroad tie replacement and related track work to improve rail service and reliability to customers in Allen, Auglaize, Mercer and Van Wert Counties.
- **City of Jackson Rail Line Rehabilitation: (\$2 Million)** new railroad ties, ballast and rail, and rehabilitation of an industrial spur.
- **State-Owned Panhandle Line: (\$7 Million)** track, bridge and tunnel rehabilitation.



**Gould Tunnel Rehabilitation (Panhandle Line): preserves a 120-year old rail link to Eastern markets for Ohio shippers.**

- **W&LE Akron-Canton Track Rehabilitation: (\$1.2 Million)** track, tie and ballast improvements.
- **NS Airline Yard at Toledo: (\$6.5 Million).**



**NS Airline Yard (Map Courtesy: Toledo Blade): Modernization and streamlining of yard to double the capacity of intermodal freight at Toledo and reduce bottlenecks.**

- **West Central Ohio Port Authority Track Rehabilitation: (\$1 Million)** improving bridge and track conditions on rail line to major agri-shippers and Ohio Job-Ready Site.
- **City of Medina-Owned Railroad Track Rehabilitation: (\$950,000)** replacement of rails, ballast, grade crossing surfaces and other corridor improvements.
- **City of Youngstown / Brier Hill Industrial Park / V&M Steel: (\$16.5 Million)** construction of on-site rail infrastructure to future and current manufacturers to provide efficient rail service.



"It shows the progress we have made and will continue to make as the country comes out of a recession and business investment increases."— **Walt Good, Vice-President, Youngstown-Warren Regional Chamber of Commerce**

New rail spur will help V&M Steel create 350 new jobs in the Mahoning Valley.

- **Shipyard Rail Spur (Toledo/Lucas County Port Authority): (\$400,000)** construction of a 300-foot rail spur to enable direct connection for steel and other material deliveries by rail to the Toledo Shipyard.
- **General Cargo Rail Loop (Toledo/Lucas County Port Authority): (\$6.4 Million)** repair and replacement of the dock rail to increase capacity and efficiency for the General Cargo facility at the Port of Toledo.



The Port of Toledo handled over 10-Million tons of cargo in 2009.

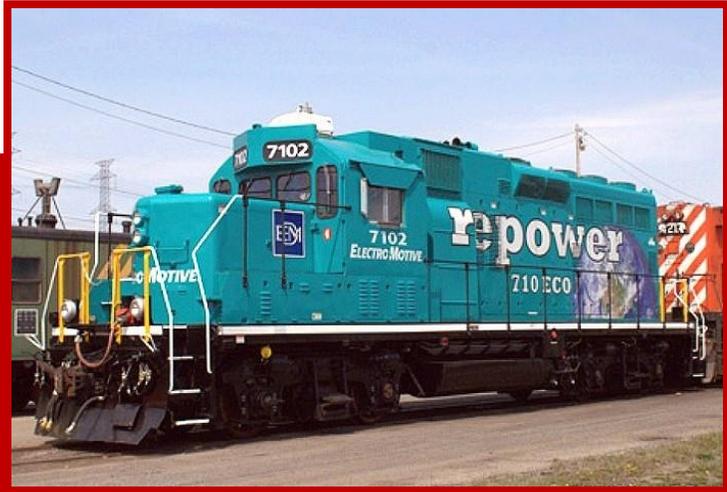
## Other Federally-Funded Projects

- **NS Portsmouth Car Shop Project:** Rehabilitation of building at Norfolk Southern's Portsmouth yard to re-open a rail car repair shop. ORDC is administering a \$73,500 US HUD grant to complete funding of the over \$3.2 million project.
- **CMAQ Grant/Re-powered Locomotives:** ORDC is administering over \$2.6 million in federal Congestion Mitigation and Air Quality grant funds from the Ohio-Kentucky-Indiana (OKI) Council of Governments for the purchase of two energy and emissions-efficient "Gen-Set" locomotives for yard work in a Cincinnati area rail yard. Project will reduce air pollution by over 110 tons a year, as well as reduce fuel costs to the Central Railroad Company of Indiana (CIND) by 35% per unit.

Project also enables CIND to continue cost-effective freight operations that produce 3,500 carloads annually and remove truck traffic from local roadways.

- **Diesel Emissions Reduction Grants (DERG) Program:** ORDC is the public sponsor and administrator for the first two rounds of Ohio Department of Development’s DERG program directed at projects where new or retro-fitted locomotives can be purchased to reduce “point-source” diesel emissions in local freight rail yards.

Examples of “Gen-Set” & repowered locomotives



ORDC sponsored applications from the Indiana & Ohio Railway (RailAmerica), RJ Corman Rail Lines, CSX and the Wheeling & Lake Erie Railroad for either new (Gen-Set) or repowered locomotives, or “Hot Start” or auxiliary power technology to be retro-fitted on existing locomotives. The technology allows a locomotive to be shut down instead of remaining on idle to keep the diesel engine warm enough to use.

Gen-Set technology allows a locomotive to be operated with reduced diesel power to both save fuel consumption and reduce emissions of particulate matter and NOx (nitrogen oxide).

**The DERG program awarded a total of \$7,260,156 in grant funds, leveraging \$2,065,040 in private-sector funding.**

<u>Railroad</u>	<u>Project</u>	<u>DERG (80%)</u>	<u>RR (20%)</u>
W&LE	Auto Start/Stop for 16 locomotives	\$140,643	\$35,161
Cleveland Works RR	Hot Starts for 28 locomotives	\$427,523	\$106,881
I&O Railway	Auxiliary Power Units for 24 locomotives	\$813,216	\$203,304
RJ Corman Lines	Purchase of Ultra-low Emission locomotive	\$1,278,774	\$319,694
CSX	Repower 4 locomotives	\$4,600,000	\$1,400,000

## Passenger Rail Development

ORDC has followed the directions of three consecutive gubernatorial administrations to assist in developing passenger rail service in Ohio, including the 2007 **Ohio Hub** statewide and regional high speed rail plan.

The ORDC was directed by the most recent administration to work with ODOT to re-establish passenger rail service between Ohio's three largest cities (Cleveland, Columbus and Cincinnati) and points in between with the 3C "Quick Start" Passenger Rail Project. While Ohio was initially selected for an award under the federal stimulus program, the Federal Railroad Administration subsequently withdrew the project funding after the new gubernatorial administration expressed concerns about the fiscal impacts of the project on the State.

Consistent with ORDC's overall mission of developing freight and passenger rail along with rail safety, our passenger rail development efforts have always involved participation by the host freight railroads as well as local communities and stakeholders in the planning process.

The ORDC is committed to working with the new administration on its rail priorities.

## Railroad Grade Crossing Safety



Lakewood, OH 1940s



Washington Court House, OH 2010

As long as roadways and railroads have crossed each other, so have motor vehicles and trains, too often with tragic results. Since the mid-1990's, the Ohio Rail Development Commission has made grade crossing safety a priority. Those efforts are a major reason the toll from car-train collisions have been reduced to record low levels.

ORDC views one accident, death or injury at Ohio's approximately 6,100 grade crossings as one too many. Working in partnership with the Ohio Department of Transportation (ODOT) and the Public Utilities Commission of Ohio (PUCO), as well as crossing safety advocates at Operation Lifesaver and the Angels on Track Foundation, we have undertaken both grade crossing safety upgrades to modern lights and gates and supported public education about grade crossing and railroad corridor safety.

ORDC uses Federal Highway Administration funds allocated by the Ohio Department of Transportation to fund at-grade crossing safety improvements. For State FY 2010, the total federal expenditures in the grade crossing safety programs for the State of Ohio were \$25,666,940. In addition, the ORDC administered \$434,661 in additional funds on behalf of other entities using non-federal funds, bringing the grand total of investment administered by the ORDC \$26,101,601.

### By the numbers:

- 3,111 of Ohio's 6,100 public grade crossings are now equipped with modern lights and gates
- 101 grade crossings have been closed since the year 2000
- Grade crossing accidents, fatalities and injuries have been reduced to a record 10-year low

	Calendar Years										
	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
<u>CRASHES</u>	127	143	123	120	112	117	122	108	113	82	55
<u>FATALITIES</u>	19	15	21	20	11	13	7	15	8	11	6
<u>INJURIES</u>	46	40	41	36	44	32	32	30	40	31	18

## Major Safety Projects



CSX Corridor at Perrysburg sees 33 trains a day

This collaborative effort ensures every railroad crossing in our city is protected with gates and lights. We are grateful for the substantial investment by the ORDC. I also express our appreciation to CSX for their valuable assistance and extensive work on this public safety initiative.”—Nelson D. Evans, Perrysburg Mayor

**Perrysburg Crossing Consolidation:** Closure of three grade crossings and state-of-the-art upgrades (lights and gates) to the last three remaining passive crossings on the CSX corridor through the City of Perrysburg.

- **Delphos Safety Corridor:** A \$1.2 million dollar ARRA-funded (American Recovery and Reinvestment Act) project to install new lights and gates at eight grade crossings in the City of Delphos along the Chicago, Fort Wayne & Eastern Railroad (Rail America) right of way.
- **Springfield Quiet Zone Project:** \$6.5 million (combined Federal, Local & Railroad) involving the closure of five crossings, four grade crossing upgrades with 4-quadrant light and gate installations and remaining crossings equipped with upgraded signal technology and wayside horns. The improvements enabled the City to apply to the Federal Railroad Administration for a Quiet Zone designation.



Springfield Quiet Zone is also part of the Columbus-Cincinnati “CJ Line” safety corridor project.

## Rail Corridor Program

In an effort to take advantage of economies of scale and the closure of redundant crossings, the State of Ohio promotes the concept of upgrading segments of rail with multiple crossings, at one time.

- The **Norfolk Southern CJ Corridor** spans eight (8) Ohio counties between Columbus and Cincinnati. There are a total of 115 public, at-grade crossings on the corridor. All crossings will be addressed by the installation of state of the art flashing lights and roadway gates, modernized circuitry or closure of the roadway. The objective of the corridor approach is to "seal" the corridor by installing flashing lights and roadway gates at all public, at-grade crossings.
- In FY 2010, CSX and ORDC identified a new corridor to be funded over the next several fiscal years. The line from Galion to Union City, Great Lakes Division and Indianapolis Line Sub-Division, will be addressed. The corridor has 123 public at-grade crossings.



## Preemption Program

ODOT and the ORDC launched a joint Statewide Railroad Preemption Evaluation Project in 2009. The purpose of the project is to evaluate and prioritize improvements for highway-rail grade crossings and nearby highway traffic signals that are or should be interconnected for the purpose of interrupting the normal sequence of the traffic signal in order to clear vehicular traffic from the crossing area before train arrival at the crossing.

It is imperative that these two traffic control systems work together to avoid tragic situations such as the one that arose in Fox River Grove, Illinois, in 1995, where a school bus was struck by a Metra commuter train resulting in seven fatalities. One of the most significant factors in this collision was the failure of the traffic

control signal to provide adequate time for the school bus to move clear of the crossing prior to arrival of the train. Similar accidents, albeit with less publicity, continue to happen across the country on a regular basis.

ORDC and ODOT's goal is to reduce this type of accident by developing and implementing standards for establishing appropriate railroad preemption timing parameters and making other improvements to the operations and control equipment for both the highway-rail grade crossing and highway traffic signal systems.

The ODOT Traffic Engineering Manual Standard was finalized in March of 2010 and the list of active projects is growing. For Fiscal Year 2010 a total of twelve (12) preemption projects were funded and significant ORDC Safety Section staff time is being utilized on over 20 community projects outlined below:

Allen County, City of Lima, (1 project)

Butler County, City of Middletown, City of Oxford (3 projects)

Carroll County, City of Carrollton (1 project)

Cuyahoga County, Cities of Bay Village and Westlake, City of Bedford (3 projects)

Fairfield County, Pickerington Road (1 project)

Franklin County, Waggoner Road, Georgesville Road (2 projects)

Hamilton County, City of Deer Park (2 projects)

Licking County, City of Newark (2 projects)

**Lucas County, City of Toledo (1 project)**

**Madison County, City of London (1 project)**

**Mahoning County, Boardman (1 project)**

Medina County, City of Medina (1 project)

Montgomery County, City of Dayton (2 projects)

Montgomery County, West Carrollton (1 project)

Putnam County, Village of Columbus Grove (1 project)

## Grade Separations

Grade separations increase both safety and the flow of rail freight by eliminating the conflict between rail and vehicular traffic.

“The Northwest Industrial Connector is a project that is an example of “True Partnership”. This project has utilized many local, state and federal departments to become a reality. ORDC is a vital partner in the project’s grade separation over the CSX north –south rails. Not only does the separation enhance the roadway, but increases the efficiency of the CSX rail capacity and operation. Without the ORDC’s commitment, the roadway project would not be a reality.”

-Bradley Irons,  
Marion County Engineer



**Future site for  
Marion Bypass  
grade separation:  
grade crossing will  
be eliminated.**

**Grade separation  
at New London  
(Huron County):  
similar to future  
Marion Bypass.**



## 2009 Safety Projects

66 total projects:

County	Location	Crossing #	Project Type
1. Allen	S. Pierce Street	532743U	Lights & Gates
2. Allen	S. Franklin	532744B	Lights & Gates
3. Allen	SR66-11.60, S. Main St.	532745H	Lights & Gates
4. Allen	Main Street (Village of Cairo)	155699U	Lights & Gates
5. Ashtabula	US 6-18.97	503124J	Lights & Gates
6. Butler	Oxford-Middletown Road, TR 28	525187A	Lights & Gates
7. Champaign	Thackery Rd, CR 79	258740V	Lights & Gates
8. Cuyahoga	McCracken Rd. (City of Garfield Heights)	524232N	Lights & Gates
9. Erie	CR122, Rye Beach Road	524059N	Lights & Gates
10. Franklin	Georgesville Road, CR26	518924P	Surface Reconstruction
11. Fulton	Wauseon, Fulton St	509509V	Lights & Gates
12. Fulton	CRD	509519B	Lights & Gates
13. Hancock	Church St. (Village of McComb)	472479W	Lights & Gates
14. Hancock	TR256 (Washington Township)	472447R	Closure
15. Hancock	TR261 (Washington Township)	472441A	Lights & Gates
16. Marion	High Street (Village of Caledonia)	262056S	Lights & Gates
17. Marion	Main Street (Village of Caledonia)	262055K	Lights & Gates
18. Marion	NW Industrial Connector		Grade Separation
19. Medina	Boston Road, T 13	141917H	Lights & Gates
20. Medina	Oeerview Lane, T 160	142500P	Lights & Gates
21. Medina	Myrtle Hill, CR 63	002065A	Lights & Gates
22. Medina	Vandenark, CR 31	156175L	Lights & Gates
23. Medina	SR83-1.86, Avon Lake Road	473553C	Lights & Gates
24. Mercer	County Road	477015J	Closure-bike path project
25. Mercer	Schunk Road	477029S	
26. Morrow	Marion-Johnsonville Rd, TR59 (Washington Twp.)	518336G	Lights & Gates
27. Putnam	E. Liberty Street (Village of Leipsic)	155736U	Lights & Gates
28. Putnam	South Street (Village of Leipsic)	472502N	Lights & Gates
29. Putnam	SR65-19.11	472498B	Lights & Gates
30. Putnam	TR P9 (Pleasant Twp.)	155713M	Lights & Gates
31. Richland	Springmill North Road, TR208	502669K	Closure

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<b>32. Richland</b>	Leppo Road, TR 283 (ASRY)	152170N	Lights & Gates
<b>33. Richland</b>	Leppo Road, TR 283 (NS)	502668D	Lights & Gates
<b>34. Stark</b>	SR21-5.38, Main Street (Village of Navarre)	474318H	Lights & Gates
<b>35. Summit</b>	Merriman Rd, City of Akron	002126N	Lights & Gates
<b>36. Summit</b>	North St, City of Akron	002132S	Lights & Gates
<b>37. Union</b>	Dog Leg Rd, TR 136 (Paris Twp.)	513818P	Lights & Gates
<b>38. Union</b>	Westlake-Lee, CR 137	513817H	Lights & Gates
<b>39. Union</b>	Hoover-Bault Rd, CR 219	513806V	Lights & Gates
<b>40. Van Wert</b>	Bredeick Street	532749K	Lights & Gates
<b>41. Van Wert</b>	SR697-6.73	532750E	Lights & Gates
<b>42. Van Wert</b>	Clay Street	532748D	Lights & Gates
<b>43. Van Wert</b>	Jefferson Street	532747W	Lights & Gates
<b>44. Van Wert</b>	S. Canal Street	532746P	Lights & Gates
<b>45. Warren</b>	Main Street (City of Mason)	525235M	Lights & Gates
<b>46. Washington</b>	CR60	156175L	Lights & Gates
<b>47. Williams</b>	Bryan, N. Union St	509546X	Lights & Gates
<b>48. Wood</b>	TR 17, Dowling Road	513622V	Lights & Gates
<b>49. Wood</b>	SR 235, Main Street (Village of Hoytville)	142285F	Lights & Gates
<b>50. Wood</b>	TR 43, Range Line Rd (Jackson & Henry Twps)	142282K	Lights & Gates
<b>51. Wood</b>	Pine Street	155824E	Closure
<b>52. Wood</b>	Cherry Street	155825L	Closure
<b>53. Wood</b>	Hickory Street	1558330	Closure
<b>54. Wood</b>	Walnut Street	155827A	Lights & Gates
<b>55. Wood</b>	Elm Street	155830H	Lights & Gates
<b>56. Wood</b>	Locust Street	155831P	Lights & Gates
<b>57. Wood</b>	TR 44, Potter Road	142281D	Closure
<b>58. Wood</b>	TR 45, Wingston Road	142280W	Closure
<b>59. Wood</b>	TR 135, Hough Road	142278V	Closure
<b>60. Wood</b>	Mitchell St (Village of North Baltimore)	142275A	
<b>61. Wood</b>	S. Second St (Village of North Baltimore)	147272E	
<b>62. Wood</b>	SR 18, Main St (Village of North Baltimore)	142271X	
<b>63. Wood</b>	Tarr St (Village of North Baltimore)	142270R	
<b>64. Wood</b>	Hull Prairie Rd, TR 97 (Middleton Twp.)	155811D	Lights & Gates
<b>65. Wood</b>	Lincoln Street (Village of Tontogony)	155795W	Lights & Gates
<b>66. Wood</b>	Washington Street (Village of Tontogony)	155798S	Lights & Gates

## 2010 Safety Projects

94 total projects:

County	Location	Crossing #	Project Type
1. Allen	Defiance Trail, CR50	532738X	Lights & Gates
2. Ashland	CR 1075	503096H	Lights & Gates
3. Auglaise	Buckland Holden Road, CR 190	258626V	Lights & Gates
4. Auglaise	Short Road, TR232 (Pusheta Twp.)	155272S	Lights & Gates
5. Butler	S. First Street (City of Trenton)	152421F	Lights & Gates
6. Butler	Ringwood Road, TR 49	154089H	Lights & Gates
7. Butler	Taylor Road, TR 45	154092R	Lights & Gates
8. Butler	Wildwood Avenue	524672E	Circuitry
9. Butler	Central Avenue	524677N	Circuitry & Preemption
10. Butler	First Avenue, SR122	524678V	Circuitry & Preemption
11. Butler	Woodlawn Avenue	524679C	Circuitry
12. Butler	Grand Avenue	524680W	Closure
13. Champaign	Dallas Road, CR 184	527960J	Lights & Gates
14. Champaign	Thackery Road, CR 79	258739B	Lights & Gates
15. Clark	Enon Road, CR 315	262210M	Lights & Gates
16. Clark	Haddix Road, CR 331	523524G	Lights & Gates
17. Clark	Old Mill Road, TR 95	523515H	Lights & Gates
18. Clark	Snider Road, TR 151	262213H	Lights & Gates
19. Clark	Tecumseh Road, TR 190	262208L	Lights & Gates
20. Cuyahoga	Main Street (Middleburg Hts)	141929C	Lights & Gates
21. Cuyahoga	W. Monroe Avenue	524347H	Close
22. Cuyahoga	S. Park Street	524346B	Close
23. Cuyahoga	N. Park Street	475970T	Lights & Gates & Surface
24. Cuyahoga	Powers Road	524342Y	Lights & Gates, Surface & Preemption
25. Cuyahoga	Willis Street	475971A	Surface
26. Cuyahoga	Sheldon Road	523940J	Circuitry
27. Darke	Jackson Street (Village of Ansonia)	538806S	Lights & Gates
28. Darke	Wolf Road, TR 176	538798C	Lights & Gates
29. Darke	Hole Road, TR 303	538785B	Lights & Gates
30. Erie	Potter Road, TR 98 (Groton Twp.)	481642P	Lights & Gates
31. Erie	Main Street, SR 60-9.81	524040W	Lights & Gates
32. Erie	Grand Street	5240410	Lights & Gates

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<b>33. Erie</b>	Perry Street	524043S	Close
<b>34. Erie</b>	Adams Street	524045F	Lights & Gates
<b>35. Fairfield</b>	Pickerington Rd, CR20	228945G	Lights & Gates
<b>36. Fairfield</b>	Pickerington Road, CR 20	228945G	Lights & Gates
<b>37. Fayette</b>	Oakland Avenue (Washington C.H.)	151917K	Lights & Gates
<b>38. Franklin</b>	Amity Road, CR 12	525118S	Lights & Gates
<b>39. Green</b>	Black Lane	523526V	Lights & Gates
<b>40. Green</b>	Central Avenue (City of Fairborn)	527809G	Lights & Gates
<b>41. Green</b>	Dayton-Yellow Springe (City of Fairborn)	527810B	Lights & Gates & Preemption
<b>42. Green</b>	Spangler Road (City of Fairborn)	523527C	Lights & Gates
<b>43. Green</b>	Xeniz Drive (City of Fairborn)	523529R	Lights & Gates
<b>44. Hamilton</b>	S. State Street (Village of Harrison)	524800K	Lights & Gates
<b>45. Hancock</b>	TR108, Huntington Road (Allen Twp.)	513683L	Lights & Gates
<b>46. Huron</b>	CR150, New State Road	001983K	Lights & Gates
<b>47. Logan</b>	CR 20	513789G	Lights & Gates
<b>48. Lucas</b>	Laskey Road	258243T	Lights & Gates
<b>49. Madison</b>	Plain City-Georgesville Road, SR 142-11.83	525120T	Lights & Gates
<b>50. Madison</b>	Gregg Road, CR 43	525133U	Lights & Gates
<b>51. Madison</b>	Spring Valley Road, CR 71	525139K	Lights & Gates
<b>52. Madison</b>	Davis Road, TR 95	527992P	Lights & Gates
<b>53. Madison</b>	Maple Street	525141L	Lights & Gates
<b>54. Madison</b>	Walnut Street	525142T	Circuitry & Preemption
<b>55. Madison</b>	SR 38-13.28, Main Street	528002B	Circuitry
<b>56. Madison</b>	Oak Street	528001U	Lights & Gates
<b>57. Madison</b>	Madison Road	527997Y	Lights & Gates
<b>58. Madison</b>	SR 42-6.35, West High Street	527996S	Circuitry
<b>59. Mahoning</b>	N. Meridian Road, CR 117	262368A	Lights & Gates
<b>60. Medina</b>	Congress Road, CR29	473563H	Lights & Gates
<b>61. Medina</b>	White Road, TR92 (Westfield Twp.)	473551N	Lights & Gates
<b>62. Medina</b>	S. Huntington	002085L	Circuitry & Preemption
<b>63. Medina</b>	W. Smith	002080C	Lights & Gates
<b>64. Medina</b>	S. Court Street	002088G	Lights & Gates & Preemption
<b>65. Medina</b>	S. Broadway	002089N	Circuitry & Preemption
<b>66. Medina</b>	Prospect Street	002084E	Circuitry
<b>67. Medina</b>	Elmwood Street	002087A	Lights & Gates
<b>68. Medina</b>	Medina Street	002083X	Lights & Gates

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<b>69. Medina</b>	SR162-22.19, Sharon Central/Bonita Rd.	002096Y	Lights & Gates
<b>70. Medina</b>	Beat Road, TR 106	002067N	Lights & Gates
<b>71. Medina</b>	Stone Road, TR 74	002066G	Lights & Gates
<b>72. Medina</b>	Root Road, CR 58	002053F	Lights & Gates
<b>73. Montgomery</b>	Richard Street	524649K	Lights & Gates
<b>74. Montgomery</b>	E. Pearl Street	524651L	Circuitry
<b>75. Montgomery</b>	Maple Street	524653A	Circuitry
<b>76. Montgomery</b>	Central Avenue, 725-11.58	524654G	Circuitry
<b>77. Montgomery</b>	Park Avenue (ped x-ing)	524655N	Circuitry
<b>78. Montgomery</b>	Linden Avenue	524657C	Circuitry
<b>79. Montgomery</b>	Mound Avenue	524659R	Circuitry
<b>80. Montgomery</b>	Alex Road	524644B	Lights & Gates & Preemption
<b>81. Perry</b>	Adams Street (Village of Corning)	513424A	Lights & Gates
<b>82. Portage</b>	TR 9, Etter Road (Suffield Twp.)	472642R	Lights & Gates
<b>83. Portage</b>	TR 9, Etter Road	472642R	Lights & Gates
<b>84. Ross</b>	E. Second Street (City of Chillicothe)	481384M	Lights & Gates
<b>85. Seneca</b>	Reedtown Road, TR 126	481620P	Lights & Gates
<b>86. Shelby</b>	SR65-7.12	258659H	Surface
<b>87. Stark</b>	Belden Avenue SE, TR 294	474543A	Lights & Gates
<b>88. Tuscarawas</b>	TUS-Yoder Rd, TR 350 (Aurburn Twp)	474256M	Lights & Gates
<b>89. Tuscarawas</b>	Pleasant Valley Road, CR37	510745W	Lights & Gates
<b>90. Union</b>	Adams Road, CR34	513297B	Lights & Gates
<b>91. Wayne</b>	Pleasant Home Road, CR 48	473528U	Lights & Gates
<b>92. Wayne</b>	Willow Road, CR228	503073B	Lights & Gates
<b>93. Wood</b>	W. Millgrove Rd., CR228	228800V	Lights & Gates

# ORDC 2009-2010 Safety Projects Map

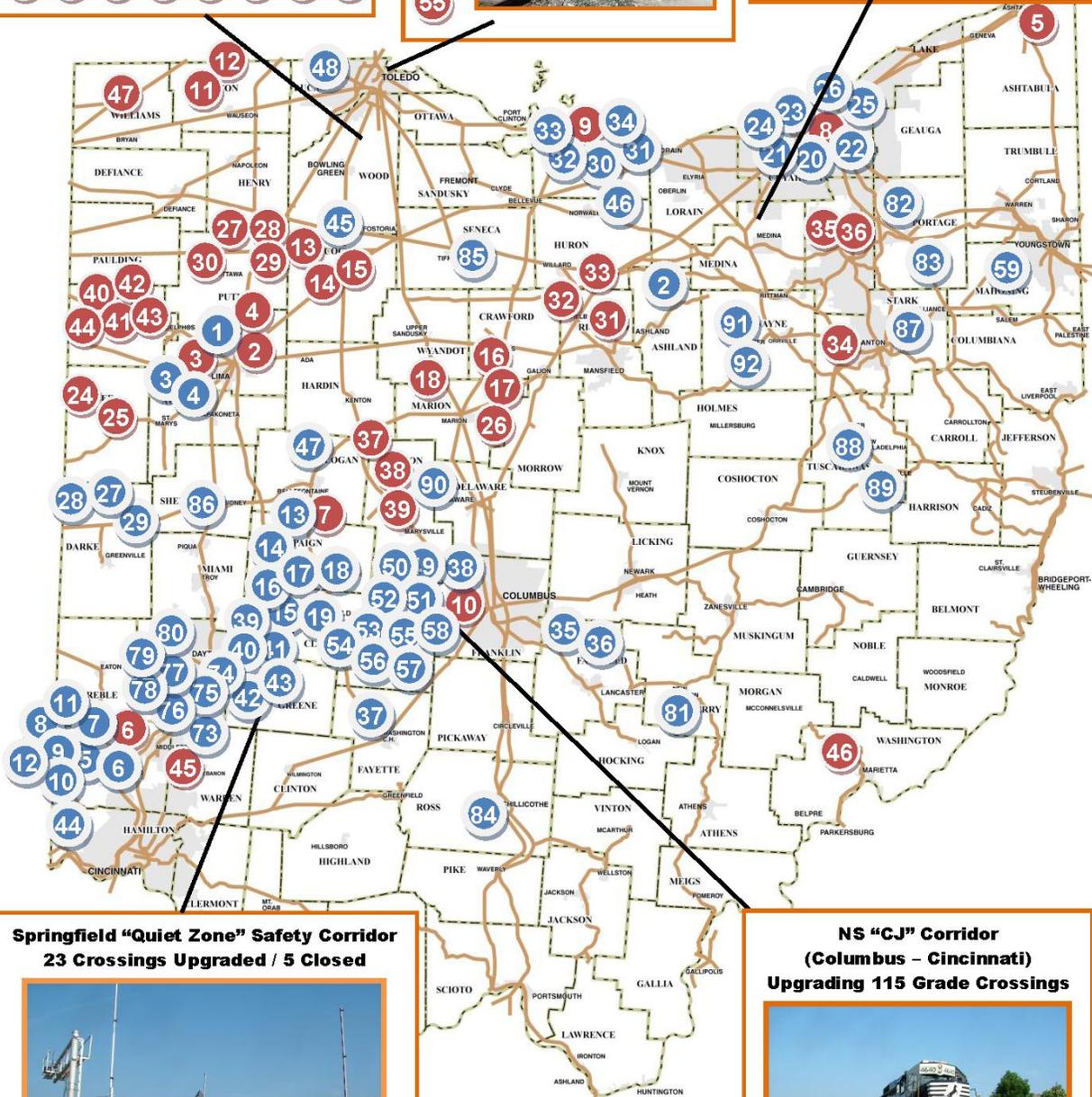
## Wood County Crossing Upgrades & Closures



## Perrysburg Consolidation 3 Crossings Upgraded / 3 Closed



## Medina County Lights & Gates



## Springfield "Quiet Zone" Safety Corridor 23 Crossings Upgraded / 5 Closed



## NS "CJ" Corridor (Columbus - Cincinnati) Upgrading 115 Grade Crossings

